



The China Mail

ESTABLISHED 1845

H. HUNTER
JAPANESE PHOTOGRAPHY
All kinds of Photographs
Work done in most perfect
Development and Printing in
AMERICA & EUROPE
30 QUEEN'S ROAD
CENTRAL

No. 15,308

號八十月五年二十一百九千一第

HONGKONG, SATURDAY, MAY 18, 1912

子壬戌年十一百六千四元紀


PRICE, \$3.00 Per Month

WATSON'S
OLD BLENDED
GLENLIVET
WHISKY

Guaranteed entirely distilled in Scotland and thoroughly matured by age, being shipped from our stocks of Old Whisky in the WEST HIGHLAND BOND-ED WAREHOUSES, GREENOCK, SCOTLAND.

A. S. WATSON & Co., Ltd.
ALEXANDRA BUILDINGS.

ASAHI BEER



POPULAR

ASAHI BEER

OBTAINABLE EVERYWHERE.

SOLE AGENTS:
Mitsui Bussan Kaisha.
Hongkong, January 3, 1912.

THE SPREAD OF ENGLISH.

In Dr Otto Jespersen's book on the "Growth and Structure of the English Language," the closing chapter contains a very interesting discussion on the Expansion of English. Until less than a century ago, there were far fewer English speakers in the world than speakers of German, French, Russian, and Spanish. In 1512, Richard Mulcaster wrote: "The English tongue is of small reach, stretching no further than this island of ours, may, not there over all." As late as 1714 Veneroni published an Imperial Dictionary of the four chief languages of Europe, among which English did not figure. They were Italian, French, German, and Latin. Dr Jespersen has compiled a table showing approximately the number of millions of people speaking English, German, Russian, French, Spanish, and Italian at the end of each of the past five centuries. We extract the figures for four of these languages. The numbers without brackets represent the lowest estimate, those in brackets the highest:

Year	English	German	French	Spanish
1600	4 (5)	10	10 (12)	8 (12)
1700	8	10	14	8 (12)
1800	8 (12)	10	20	8 (12)
1900	20 (40)	33 (33)	27 (31)	26
1907	110 (125)	75 (80)	70 (85)	44 (58)

How many English-speakers will there be in the year 2000? Dr. Jespersen is not rash enough to attempt any estimate. He brings his book to a close with the following paragraph, which ought to bring home to us our responsibilities towards the great medium of human intercourse which we have the good fortune to call our mother tongue.

The curse of Babel is beginning to lose its sting, and it must be a source of gratification to mankind that the tongue spoken by two of the greatest Powers of the world is so noble, so rich, so pliant, so expressive, and so interesting as the language whose growth and structure I have been here endeavouring to characterize.

SPRAINED ANKLE.
A SPRAINED ankle may as a rule be cured in three to four days by applying Chamberlain's Pain Balm and observing the directions with each bottle. For sale by all Chemists and Druggists.

Business Notices.

MOTOR BOATS.
Fast Launches and Tugs.
Light Draft Steamers.
CONSTRUCTIONAL WORK AND REPAIRS.

W. S. BAILEY & Co., Ltd.

TELEGRAM
Received on 11. 11. 11 from LONDON

'We beg to inform you **ROYAL WARRANT AWARDED** our Company for Milk.

MILKMAID **CONDENSED MILK.**
STERILIZED NATURAL MILK.
EVAPORATED CREAM.

On Sale at All Stores.

HONGKONG, CANTON, MACAO
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.		CANTON TO HONGKONG.	
SATURDAY, 19th MAY.			
8.00 A.M. 'HEUNGSHAN.'	8.00 A.M. 'HONAM.'		
10.00 P.M. 'HONAM.'	6.00 P.M. 'KINSHAN.'		
SUNDAY, 20th MAY.			
10.00 P.M. 'PATSHAN.'	7.00 P.M. 'HEUNGSHAN.'		

HONGKONG-MACAO LINE.

S.S. 'SUI TAI,' Tons 1851. S.S. 'SUI AN' Tons 1851.

HONGKONG TO MACAO.
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.
Sunday, at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.
SUNDAY, 19th MAY.

The Company's Steamship 'SUI AN' will depart from the Company's WING LOK STREET WHARF at 9 A.M. Departure from Macao at 4 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. 'HOI-SANG,' 457 Tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. 'SAINAM,' 688 Tons, and S.S. 'NANNING,' 645 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers 'LINTAN' and 'BANUI.' These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANFRON (First Floor),
Opposite the Blake Pier.

SOENIO RAILWAY.

THE same as was shown at the HONGKONG UNIVERSITY BAZAAR, will be open to the public from

WEDNESDAY, 1st MAY, 1912,
at the

Old Lark Office in QUEEN'S ROAD (opposite the foot of D'Aguiar Street).

36 EXTRA FILMS 36.
Will be exhibited, so that passengers may go **ROUND THE GLOBE** with all the thrills and excitement of a railway journey in the record time of **HALF AN HOUR.**

OPEN DAILY **OPEN DAILY**
from 3 P.M. to 11 P.M.
A Fresh start every 30 minutes.
FARE, 50 CENTS.
Except one day, 19th May, 1912.

SINGON & CO.
ESTABLISHED A.D. 1880

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail. Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 and 37, HING LONG STREET, (2nd Street, west of 37, Central Market) Telephone No. 511.

Hongkong September 4, 1909.

Business Notices.

FAIRALL & CO.

New Lingerie Gowns and Skirts
LATEST MODES.

NEW MILLINERY.
Dress Materials, Embroidered Robes, Parasols, en tout cas, gloves, etc.

2 PEDDER STREET. Telephone 644

KELLY & WALSH, LTD.

COLONIAL LIBRARY.
\$1.75 each or 3 for \$5.00.

The Unknown Steersman, Irene Burn.
Paul's Dragon, W. E. Norris.
A Dorelic Empire, Mark Time.
Grim Justice, Rita.
The Unholy Estate, Douglas Sladen.
The Master of the Five Towns, Arnold Bennett.
The Doctor, Mary Dickens.
Initiale Only, Anna Katherine Green.
Yellowwax, Adam Whyte.
The River of Unrest, Bertram Mitford.
Her Sacrifice, Arthur Applin.
Anna Strelitz, Low Lathen.
The Snake, Eugénie Powell.
A Fairy Land Forlorn, Miss Pource.
The Heart of Delilah, C. Wilson.
A Son of Perdition, Fergus Hume.
Manalive, Chesterton.
Marjorie Stevens, Taubman Goldie.
Esther, Agnes Jacobson.
The Shadow of Neeme, Lady Bancroft.

80 Cents Each.
The Life Sentence, Victoria Cross.
The Gathering of Brother Hilarius, Michael Fairless.
A Naturalist in the Guinea, E. Andre.
The Man Who Wasn't, Capt. Dallas.
The Caged Lion, Charlotte Young.
Araminta, J. C. Smith.
The Story of the Guides, Col. Young.
In India, Stevens.
Gardening for the Ignorant, Earle and Case.
The Renaissance, Walter Pater.

55 Cents Each, 3 for \$1.00.
A Woman Perfected, Richard Marsh.
The Eye of Istar, Le Queux.
Mistress Cynthia, May Wynne.
The Plunderers, Oppenheim.
Like Dian's Kiss, Rita.
Black, the Story of a Dog, Alexandre Dumas.
Tables of Stone, Harold Begbie.
Love Covers All, Jean Owen.
The Kingdom of Man, Sir Ray Lankester.

VICTORIA DISPENSARY.
(Opposite the Clock Tower).

DISPENSING AND FAMILY CHEMISTS.

IMPORTERS OF
PROPRIETARY MEDICINES,
Toilet Articles, Perfumery, Soaps,
CIGARS, CIGARETTES, TOBACCOS.

THE HONGKONG HOTEL.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
A LA CARTE GRILL ROOM.
J. H. TAGGART, Manager.
Hongkong, February 8, 1908.

PEAK HOTEL.
COMFORTABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-west Winds in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent island for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.
Terms—From \$5 per day. Max. Telephone Add: 'Peaceful.'
Town Office. 4 D's Vortex Road.
Hongkong, February 8, 1908.

GRAND HOTEL
NO. 2, QUEEN'S ROAD CENTRAL
A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European management. Situated in the most central position. Large and airy Rooms, luxuriously furnished, Electric Light and Fans throughout. Superior arrangements of the latest pattern.
CUISINE UNDER EUROPEAN SUPERVISION.
Ladies Attended Tea Rooms. Special rates for married families on application to the Manager.
CHARGES MODERATE.
F. REICHMANN, Proprietor.
Telephone No. 197. Telegrams: 'Adriatic' (Consent), Hongkong.
Hongkong, November 10, 1909.

ASTOR HOUSE HOTEL
(LATE CONNAUGHT HOTEL).
QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely new management. Large and comfortable Rooms. Excellent Cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to PROPRIETORS.

THE GRAND CARLTON HOTEL

An Ideal Family Hotel where Living is a Real Pleasure.

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT.

Noted for its First Class Cuisine and Perfection of Service.

Under the Personal Management of O. E. OWEN, Proprietor.

TELEGRAPHIC ADDRESS: 'GRAND' Hongkong.
Telephone No. 812.

Business Notices.

A WORLD-WIDE REPUTATION for over THREE-QUARTERS of a CENTURY.

WILKINSON'S

THE WONDERFUL PURIFIER of the HUMAN BLOOD
THE SAFEST, MOST RELIABLE, MOST EFFECTIVE REMEDY FOR
WILKINSON'S INDISPENSABLE TO
SARSAPARILLA ALL WHO VALUE HEALTH
BEWARE OF IMITATIONS AND SUBSTITUTES.

HONGKONG: DART, CRITCHFIELD & CO., A. S. WATSON & Co., &c.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

in Casks of 375 lbs. net.
In Bags of 250 lbs. net.

Shewan, Tomes & Co.,
GENERAL MANAGERS.

GENERAL ELECTRIC CO. OF CHINA, LD.

MANUFACTURERS AND IMPORTERS
ELECTRICAL ENGINEERS

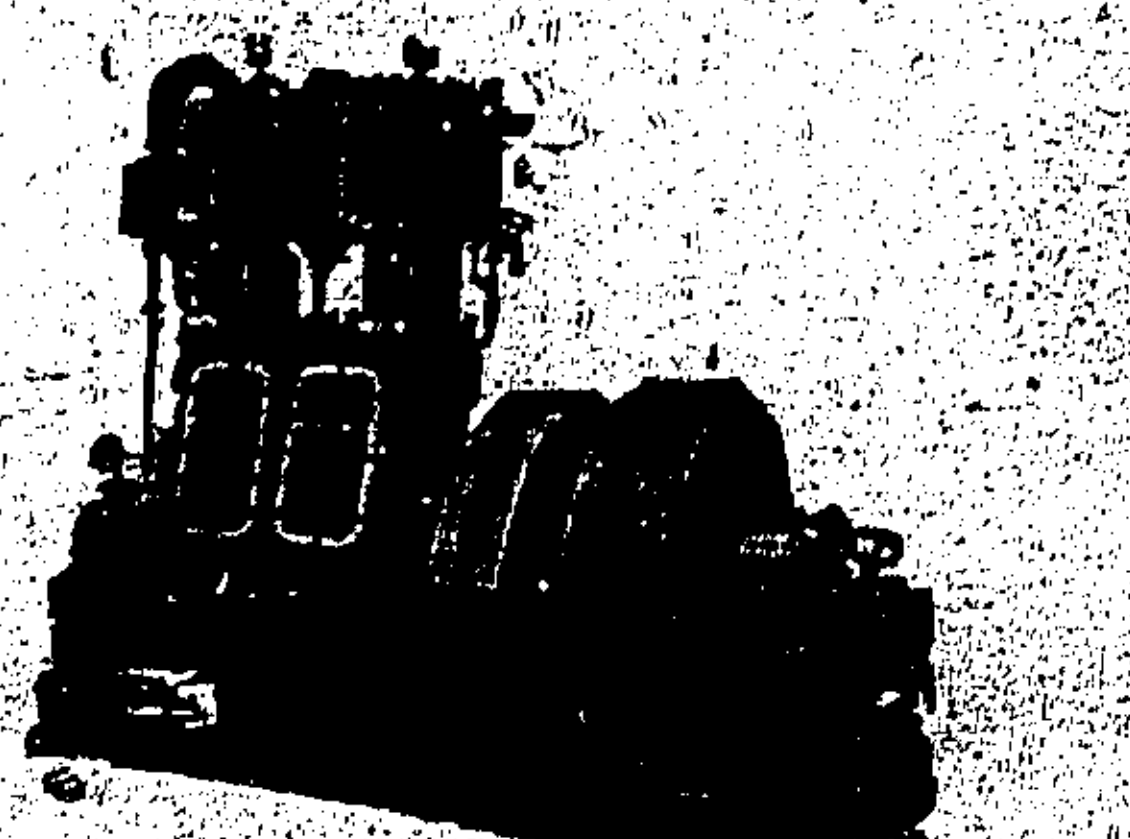
HEAD OFFICE: 16 Des Voeux Road, SHANGHAI.

ELECTRICAL ENGINEERING. (TELEPHONE: 518)
TELEGRAMS: 'SPARKLEY'

WORKS:
LONDON, WITTON, MANCHESTER, BIRMINGHAM.

Large Stocks held of all Electrical Supplies.
WIRING, CABLES, FLEXIBLES, INSULATING TAPER, ELECTRIC LIGHT FITTINGS.
TELEPHONES, BELLS, BATTERIES, SHADES, ARCS, ELECTRIC LIGHT ACCESSORIES.
STEAM DYNAMO SETS, MOTORS, DYNAMOS.
"OSRAM" METAL LAMPS, ETC., ETC.

MANUFACTURERS OF ALL ELECTRICAL PLANT



RETAIL AGENTS IN HONGKONG:—
WILLIAM C. JACK & CO., LTD.
TELEPHONE 235
Hongkong, May 25, 1905.

For Bathing Parties.

Blackberry Brandy,
Cherry Brandy,
Cherry Whisky,
Blue Gin,
Cherry Gin,
Pippin.

CALBECK, MACGREGOR & CO.
WINE & SPIRIT MERCHANTS
Hongkong, May 14, 1912.

Intimations.

LEA & PERRINS' SAUCE

A FAVOURITE APPETIZER
and "PICK-ME-UP."
Assists digestion.

The Original and Genuine
WORCESTERSHIRE.

G. FALCONER & CO., LTD.,

WATCH-MAKERS, JEWELLERS AND OPTICIANS.

GOLD WATCH BRACELETS.

BROOCHES, RINGS AND PENDANTS

IN GOLD AND PLATINUM SETTINGS.

Inspection Invited.

HOTEL MANSIONS: OPPOSITE NEW POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1908.

1768

MEE CHEUNG & CO.,

ART PHOTOGRAPHER, ICE HOUSE LANE

SPECIALIST IN ENLARGING AND BROMIDE WORK.
Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs.

CAMERAS FOR SALE.

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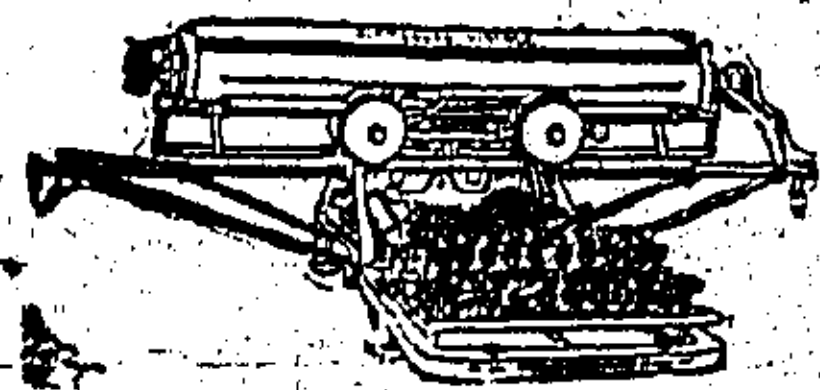
Protect Your Eyes.
SUNGLASSES and GOGGLES
OF ALL SHAPES AND SHADES
NEW STOCK.

J. ULLMANN & CO.

Jewellers, Watchmakers and Opticians,
CORNER OF FLOWER STREET.

BADGER'S FIRE EXTINGUISHER.

POUNCE OF PREVENTION IS BETTER THAN A POUND OF CURE.
Indispensable for Offices, Schools, Clubs, Hospitals,
Godowns, Halls, most recommendable for Private Resi-
dences, especially in Hill Districts.



THE
PITTSBURG
VISIBLE
TYPEWRITER

RELIABLE, CHEAP, WRITING ALWAYS VISIBLE

'Its All Write.'

SOLE AGENTS:

MELCHERS & CO.

MASSEY'S COMMERCIAL MAP & DIRECTORY.

NOW COMPILING

Advertisers and Residents:
HEADS OF BUSINESS HOUSES,
PROFESSIONAL MEN,
SECRETARIES OF CLUBS,
MANAGERS OF HOTELS,
PRINCIPALS AND MATRONS OF HOSPITALS,
and ALL RESIDENTS are requested to send in full
particulars

NAME

ADDRESS

TELEPHONE NUMBER

CABLE ADDRESS

K. A. MASSEY,

10, Queen's Road, Hongkong.

Hongkong, February 12, 1912.

The Egyptian Favourite

among those who have sufficient know-
ledge of the essentials of a perfect
Egyptian Cigarette, is one of the
of the brands known as

Bouton Rouge
and
Felucca
EGYPTIAN
CIGARETTES

Until you have smoked them you really
have not realized the perfection to which
the manufacture of Egyptian Cigarettes
can be brought. Their makers, Messrs.
MASPERO FRÈRES, have now arranged
for their supply at the most reasonable
prices

A Luxury to the Man of Taste

Bouton Rouge	84.50 per 100
Special	3.00
Felucca	2.80

In sealed tins of 100 or 50.
Sole Agents, BRITISH-AMERICAN
TOBACCO Co. Ltd., Hongkong.

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-4, open to all.

REGISTERED DR. LALOR'S TRADE MARK

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its

world-wide reputation as the Best and

safest reliable Phosphoric Cure for

Nervous Weakness, Paralysis, Stuttering,

Dyspepsia, Nerve, Kidney, and Liver

Complaints, Haemorrhage, Dropsy, Pains,

Decay of Vital Power, General Debility, all

Blood Disorders, and all Functional and

Nervous Conditions of the System, caused

by the deficiency of the Vital Force.

The effect of this Standard Phosphoric

Cure is immediate and permanent, all

Nervous Debility and Debility, all

Nervous Debility and Debility, all

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OUR SCOTCH LETTER

(From Our Scottish Correspondent.)

Edinburgh, April 15.
THE RIGHT HON. A. J. BALFOUR, has
accepted the appointment as Gifford
Lecturer for 1912-13 in the University
of Glasgow. This Lectureship on
Natural Theology, as well as similar
Lectureships in the other Scottish
Universities, was founded in 1887, in
accordance with the trust disposition and
settlement of the late Adam Gifford, one
of the Senators of the Scottish College
of Justice. The purpose of the Lectures
is to promote, advance, and diffuse
the study of Natural Theology in the
widest sense of that term. The lecturer
is subjected to no test of any kind, and
he is not required to take any oath, or
to emit or subscribe any declaration of
belief, or to make any promise of any
kind. The founder expresses a wish that
the subject should be treated as a strictly
natural science, like astronomy or chemistry.

SCOTCHMAN'S NOTE.
Mr. Asquith, in his speech introducing
the Home Rule Bill, made a veiled allu-
sion to the expediency of amending the
rules of procedure of the House of Com-
mons so as to enable Scotland, England,
and Wales to have a greater control over
local affairs in the Imperial between the
passing of the Irish Bill and the completion
of the contemplated plan of federal-
ism. It is understood that in the case
of Scotland the idea is to make the Scot-
tish Standing Committee a purely Scot-
tish body, and to give more weight to
its decisions. At present 15 non-Scottish
members are added in respect of each
Bill sent to the Committee, and of course
all its decisions are open to revision by
the House of Commons. It will be in-
teresting to see how it is proposed to
restrict the authority of the House of
Commons.

A MASONIC RELATION.
Some time ago, Jack Johnson, the
champion pugilist, was admitted to the
company of Dundee Freemasons by For-
far and Kincaid Lodges. But objection
was taken to certain irregularities in his
election—among other things, the hour
of meeting was changed without due
notice to all members of the Lodge—and
Grand Committee of Grand Lodge of
Scotland therefore declared Johnson's
election and initiation null and void. A
further and equally drastic step is now
announced—the suspension of the Lodge
from all Masonic privileges for three
years; the suspension of Bro. R. T.
Blues, R.W.M., for two years; and the
suspension of Bro. George Smith, A.S.
Low, and John Ross, P.W.M.'s for one
year each.

A local print humorously sympathizes
with the local Lodge. It pleads igno-
rance of all Masonic mysteries, and asks
what the sentence of Grand Lodge Com-
mittee means? It supposes that "it
means most shocking humiliation, as bad
in a different way as suspension from
membership of the kirk." It thinks that
Grand Lodge should "give some con-
sideration to the marital origin and
character of the K. and K." (as the
Lodge is generally called). "A Lodge
which sprang proudly from the Forfar
and Kincaid Militia, and has weath-
ered the battle and the breeze for a
hundred years, might naturally think
itself entitled to welcome and initiate a
fighting man. And poor old Johnson, he
is suspended altogether. But he knows
the grip, and the Grand Lodge can no
more take that knowledge from him than
it can unroll a man's nose."

THE CHURCHES.

The cheque for over £5,000,000 drawn

in connection with the purchase by the

Royal Mail Steam Packet Co. of the

shares of the Union Castle Line has been

referred to in several quarters as the

largest cheque that has ever changed

hands in London. This is a great mis-
conception, says the "Scotsman," for
two cheques for more than double the
amount were drawn upon the Bank of
England rather more than a dozen years
ago. When the war between China and
Japan was concluded, China had to pay
an indemnity of £25,000,000. This was
paid over in seven different amounts, the
last being in May 1896. On the 6th of
that month, the Hongkong and Shanghai
Banking Corporation drew a cheque upon
the Bank of England to the order of
the Chinese Minister in London for
£11,000,000, and on the following day
the Chinese Minister drew a cheque for
identically the same amount to the order
of the Japanese Minister in London.

cost of living is down.

Dundee has the reputation of being

the dearest town in the United King-
dom. To test this general belief, the
Town Council are making an exhaustive
inquiry into the cost of living in 27 other
towns, including being asked in regard
to "rents, cost of gas, water, food, and
clothing." There is a suspicion abroad

that the cost of living is down.

Arrangements are being made by the

Deputies for the translation of some of
the speeches delivered in the House of
Commons into Gaelic, with a view to
their circulation in the Celtic districts
of the Highlands. Sir Edward Carson's
speech will be the first, and then will
follow Mr. Balfour's.

The surplus of the Scottish National

Federation will yield £15,000 towards the

cost of the new building.

(Continued on page 7.)

COUGHING INTO CONSUMPTION

Only a Cough, but you stop

it while it is ONLY a cough.

WATERBURY'S METABOLIZED

COD LIVER OIL

COMPOUND

The only Compound

which contains the purest

and most concentrated

form of the purest

and most concentrated

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Intimations.

Lemco
The only long
acting eye
drop
which is not only perfectly digestible
in itself, but it enables one to
get much more nourishment from
other foods taken in.

In action on the digestive system it
helps to assimilate, many children and
those who cannot digest food will
do so if a little Lemco be added to it.
It also helps to build up the
strengthening of nerves and muscles.
LEMCO, Thomas House, London, E.C.



DEFECTIVE EYESIGHT NEEDS A SPECIALIST.

IS YOUR VISION CORRECT?
Do your eyes focus properly for all
distances? If you are not sure about
it, consult a reliable optician or oculist
NOW. You will find it the wisest
thing to do—and the cheapest.
A thorough professional training in
optics, years of successful experience,
and thousands of pleased patrons, are
our guarantee to you of competent,
satisfactory service.
This is the only completely equip-
ped lens grinding establishment in
South China.

CLARK & CO.
SCIENTIFIC OPTICIAN
109, BLOOMINGDALE ROAD
HONGKONG

Hongkong, February 14, 1912.

17

SATURDAY NIGHT AND

SUNDAY MATINEE AND EVENING

THE GREAT Raymond

WILL REPRODUCE HIS WONDERFUL ESCAPE

ACT.

The Public and Police are cordially invited

to bring.

HAND CUFFS

Leg Irons, or Straight Jackets of any

description or nationality.

KAW U-FONG THEATRE.

Aberdeen Street, Balboa, Queen's Road.

Hongkong, May 9, 1912.

508

HONGKONG GENERAL CHAMBER

OF COMMERCE.

NOTICE.

A SPECIAL MEETING OF MEMBERS

will be held on MONDAY, 20th

May, 1912, at 4 o'clock p.m., in the Cham-
ber Room, 2nd Floor, 21, Bank of China
Building, to nominate a Member of the Chamber to fill
the place of the Hon. Mr. E. A. HERRIT,
C.M.G., during a month's leave of absence
granted to him by H. E. The Officer
Administering the Government.Notice in writing of the names of Candidates
and of their proposals and secondors to
be lodged with the Secretary at least 48
hours before the time appointed for holding
the General Meeting.

By Order.

E. A. M. WILLIAMS,

Secretary.

Hongkong, May 9, 1912.

646

Business Connections in all

Countries.

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INTELLIGENCE BUREAU

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Amsterdam, June 11, 1912.

748

PROPERTY INSURANCE CO.

LTD. OF LONDON

(Fire Department)

The Underwriters of this Company

and GENERAL AGENTS of the
above Company for Hongkong and its
Dependencies, are prepared to accept
approved risks against Fire at current
rates.

MOY FONG & CO.

General Agents

Hongkong, May 1, 1912.

615

ONLY OUR TWO SECTION

THE NEW THERAPY

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THERAPY NO. 4

THERAPY NO. 5

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THERAPY NO. 11

THERAPY NO. 12

THERAPY NO. 13

THERAPY NO. 14

THERAPY NO. 15

THERAPY NO. 16

THERAPY NO. 17

THERAPY NO. 18

THERAPY NO. 19

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THERAPY NO. 22

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PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction, for account of the concerned,

WEDNESDAY,

the 22nd May, 1912, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, a

VALUABLE HOUSEHOLD FURNITURE,

including Blackwood Ware, Brussels Carpets and Rugs, Electric Table Lamps and Fans, Camphorwood Chests (fitted with Chubb Locks), Embroidered Screens, Cutlery and Electro-plated Ware, etc., etc., Mandoline with Spare Strings, Two Crystal Sets and One Enamelled and One Marble Bath.

Removed to Sales Room for Convenience of Sale.

Catalogues will be issued. Terms—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, May 17, 1912. 681

PUBLIC AUCTION.

THE Underigned have received instructions from J. H. de Ryck, Esq., Consul General for the Netherlands, to sell by Public Auction

WEDNESDAY,

the 26th May, 1912, commencing at 2.15 P.M., at the residence "DARTMOOR," No. 13, Conduit Road, a

VALUABLE HOUSEHOLD FURNITURE,

including—Hall and Drawing Room Furniture, Blackwood Ware, etc., TEAK WOOD DINING ROOM SUITE NEW, Electro plated, Glass and Crockery-Ware, including a COMPLETE SET OF CRYSTAL Bed Room Suite, Brass-mounted Bedsteads, Bed Linen, etc., One Upholstered Leather-covered Sofa suitable for Library or Smoking Room, Pantry, Kitchen and Bath Room Utensils.

Electric Fans, Lamps, etc., 1 Treadle Singer Sewing Machine (practically new).

Plants in Pots, Tannia Poles and Net, and 3 Carrying Chairs.

Catalogues will be issued. On view day before sale.

TERMS—As usual.

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Hongkong, May 11, 1912. 657

JAPANESE MAKERS.

EVERY KIND OF Footwear MADE TO ORDER.

CHERRY & CO., PEDDER STREET, Opposite Hongkong Hotel.

Hongkong, May 5, 1912. 67

JEYES' FLUID

SOLE AGENTS, W. & A. GIBBS & CO.

Hongkong, May 1, 1912. 23

To Let.

TO LET.

DOWN No. 4, NEW PRAYA, Kennedy Town, HONGKONG, 11, COXSON ROAD, from 1st June.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, May 1, 1912. 1083

BEACONSFIELD.

WILL be converted into a FIRST CLASS BOARDING HOUSE, with large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be soon at our Office.

Apply to LINSTED & DAVIS, Hongkong, March 20, 1912. 993

TO LET.

2ND FLOOR, No. 2, PEDDER STREET.

(1) Offices at present occupied by U.S. Consul General.

(2) Offices at present occupied by U.S. Public Health and Marine Hospital Services.

Can be divided to suit tenants.

Apply to JARDINE, MATHESON & Co., Ltd., Hongkong, April 30, 1912. 505

TO LET.

LEARNER, 110, The Peak, Furnished, for July and August.

Apply to MAJOR TULLOCH, Head Quarters Office, Hongkong, April 29, 1912. 567

TO LET.

ON OR ABOUT 1st MARCH, 1912.

SHOPS and OFFICE, in ALEXANDRA BUILDINGS, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wai, Powell, Ltd.

A. S. WATSON & Co., Ltd., Hongkong, August 29, 1911. 1110

TO LET.

OFFICES in KING'S BUILDING.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, May 1, 1912. 1574

TO LET.

NEW & Commodious SHOPS, NATHAN ROAD, Kowloon, Immediate possession.

Apply to GUMPERT'S ESTATE & FINANCE Co., Ltd., Hongkong, March 23, 1909. 340

TO LET.

OFFICES and GODOWNS to let in Duddell Street.

No. 13, BEACONSFIELD ARCADE, Top Floor.

"ROGATE" Austin Road, Kowloon, from 1st April.

No. 12, BEACONSFIELD ARCADE, First floor.

No. 14, BEACONSFIELD ARCADE, First floor.

"WESTWARD HO," No. 13, BATHMAN ROAD, with garden.

FOR SALE OR TO LET WITH OR WITHOUT FURNITURE.

"TON CREST," No. 3, The Peak, with tennis court. Commanding a magnificent view of the harbour and adjacent islands.

Apply to LINSTED & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, Aug. 7, 1911. 116

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Iron-mongery, Wine and Spirits.

Foreign Goods for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheong and Boon place in Canton to buy Chinese and Foreign Goods.

SUP YAT FOO STREET, CANTON.

Tel. No. 1408.

Canton, August 1, 1911. 273

PIONIC PARTIES

LAU CH FOR HIR

THE Handsome "KING EDWARD HOTEL" launch can be hired for PIONIC PARTIES by the Hour or Day.

For terms apply to the Manager, H. HAYNES.

Hongkong, March 1, 1912. 23

Chair of Scottish History and Literature

in Glasgow University, and in addition the Committee formed by Dr. William Wallace has about £3,000 in hand.

Those who, in Principal Sir Donald MacAlister's opinion, will provide a sufficient endowment.

MARRIAGE.

At Dundee, Edwin Jordan Chishburn, Shanghai, to Margaret McFarlane, daughter of John Beaton, stationmaster, Kingussie.

Obituary.

Agnes Livingstone, wife of the late A. L. Bruce, and elder daughter of the late David Livingstone, missionary and explorer in Africa, 61.

At the First, Alice, Cape Colony, the Rev. William Macgregor, D.D., of the English Presbyterian Mission, Amoy, China, 78.

J. HANN AT SBAHS.

A correspondent writes.—On the 12th of April, Mr. Johann Abshah of Hamburg celebrated his eighty-sixth birthday. His name is not only well known in his native and Hanseatic City but also in consequence of the innumerable links existing by virtue of family relations and connections with friends and acquaintances he is a person, who has been heard of all over the civilized world.

He was born at Steinburg in Schleswig-Holstein as son of Councillor Abshah. In the year 1848 as a faithful child of that war-torn land he was one of those who risked their lives on the field of battle as combatants for their country and in protection of their native soil and he still bears the scars of many a wound received in the defence of German rights and the German Fatherland.

In more peaceful times he became an equally faithful citizen of the Free and Hanseatic City of Hamburg, and was verily one of the best.

Mr. Johann Abshah's hand has always been open in all cases in which there was an opportunity of assisting need and he has ever been a true friend and adviser to his family, his friends and the widow and orphan whenever opportunity was afforded him.

This name—Abshah—says everything. It is not only in the house of his birthday child and in the whole of Germany but even throughout the world that it is revered by relations and friends.

The Abshah family is also well represented in the Austro-Hungarian Monarchy. General von Abshah is part of the history of 1805 and his kinship to many noble families in the said empire is of very manifold character.

Another relation of the man who is now celebrating the anniversary of his natal day is a member of the more than 600 years' old "Patrician family of Radbruch still to be found in North Germany at the present day.

To this family also belonged the last Abbot of Kloster-Scharnebeck near Lüneburg. In the year 1529 this abbot voluntarily surrendered his very extensive possessions to the Duke of Brunswick and they formed later on an important part of the territory of the Kingdom of Hannover. The said abbot sacrificed his land for the use and benefit of the Reformation; he was the first of the high dignitaries of the Church who went so far as to enter into the bonds of matrimony. The present members of the family are his direct descendants. The occurrences referred to will be found narrated in the Chronicle of Kloster-Scharnebeck (pp. 24, 26). So the greatly revered and still unforgetting widow, formerly of Remscheid in Holstein, was a sister of our birthday child and her earthly remains rest in the family grave to be found in St. Jacob's Friedhof in Hamburg.

The principal of the well known firm of Hermann Rodbruch at Hamburg is a nephew of Mr. Johann Abshah and it may be mentioned at the same time that the noble family of De Ranitz in Holland is also closely related to him.

The banner of his home displays the colours Blue, White and Red and these colours are but the material symbols of the magnificent spirit and heroic life character of the subject of our notice.

In all parts of the world, be it Asia or be it America, be it Africa or be it Australia, but not least, in every European country the 12th of April should be a day of admiration for the firm and noble and for the remembrance of Mr. Johann Abshah, and on that day a countless number of reverent and grateful hearts united in wishing him a long and happy life and in the enjoyment of good health and unimpeded prosperity.

FOR INFANTS, INVALIDS and the AGED.

BENGER'S FOOD

It is used mixed with fresh new milk and forms a delicate and nutritive cream which is enjoyed and assimilated when other foods disagree. It is entirely free from rough and indigestible particles which produce irritation in delicate stomachs.

"The Lancet" describes it as "Mr. Benger's admirable preparation. Mothers and invalids alike are advised to use it for Benger's Food and how to use it. It contains a 'Concise Guide to the Feeding of Infants' and practical information of the care of Infants, Convalescents, and the Aged. For free application to Benger's Food Ltd., Queen Works, Manchester, Eng. Benger's Food is sold in tin 3s. 6d. per tin. 10s. 6d. per tin. 20s. 6d. per tin. 40s. 6d. per tin. 80s. 6d. per tin. 160s. 6d. per tin. 320s. 6d. per tin. 640s. 6d. per tin. 1280s. 6d. per tin. 2560s. 6d. per tin. 5120s. 6d. per tin. 10240s. 6d. per tin. 20480s. 6d. per tin. 40960s. 6d. per tin. 81920s. 6d. per tin. 163840s. 6d. per tin. 327680s. 6d. per tin. 655360s. 6d. per tin. 1310720s. 6d. per tin. 2621440s. 6d. per tin. 5242880s. 6d. per tin. 10485760s. 6d. per tin. 20971520s. 6d. per tin. 41943040s. 6d. per tin. 83886080s. 6d. per tin. 167772160s. 6d. per tin. 335544320s. 6d. per tin. 671088640s. 6d. per tin. 1342177280s. 6d. per tin. 2684354560s. 6d. per tin. 5368709120s. 6d. per tin. 10737418240s. 6d. per tin. 21474836480s. 6d. per tin. 42949672960s. 6d. per tin. 85899345920s. 6d. per tin. 171798691840s. 6d. per tin. 343597383680s. 6d. per tin. 687194767360s. 6d. per tin. 1374389534720s. 6d. per tin. 2748779069440s. 6d. per tin. 5497558138880s. 6d. per tin. 10995116277760s. 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2 Extremes

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THE GOLDEN MEAN

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The Machine that has made the high-priced Typewriter a fad.

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Oil Drilling Cables of any size up to 3,000 feet in length.

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Hongkong, April 11, 1912.

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Hongkong, January 11, 1912.

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The Cheapness and quality of their Goods have no equal.

88-91, DES VŒUX ROAD CENTRAL, 107 & 108, CONNAUGHT ROAD CENTRAL, (Transit and the Dock).

Hongkong, August 18, 1910. Telephone 159.

GRAPHIC ACCOUNT OF THE "TITANIC" WRECK.

The following account of the disaster is given by Mr. Beesley, who till lately was a master at Dulwich College.

The voyage from Queenstown was quiet and successful. We had met with very little weather. The sea was calm and the wind was westerly to south westerly the whole way. The temperature was very cold, particularly on the last day. In fact, after dinner on Sunday evening it was almost too cold to be on the deck at all. I had been in my berth about ten minutes when at about a quarter past 10 I felt a slight jar. When soon afterwards there was a second shock, but it was not sufficiently large to cause any anxiety to anyone, however nervous they may have been. The engines, however, stopped immediately afterwards. At first I thought that the ship had lost a propeller. I went up on deck in my dressing gown and I found only a few people there who had come up in the excitement to inquire why we had stopped, but there was no sign of anxiety in the mind of any one. We saw through the smoking-room window that a game of cards was going on, and I went in to ask if they knew anything. They had noticed the jar a little more and looking through the window had seen a huge iceberg go by close to the side of the boat. They thought that we had just grazed it with a glancing blow and they had been to see if any damage had been done.

A little later, hearing people going up stairs, I went out again and found that everybody wanted to know why the engines had stopped. No doubt many of them had been awakened from their sleep by the sudden stopping of the vibration to which they had been accustomed during the four days we had been on board. Going up on the deck again, I saw that there was an unmistakable list downwards from the stern to the bows, but knowing nothing of what had happened, I concluded that some of the front compartments had filled and had weighed the ship down. As I was by my cabin, where I put on some warmer clothing. As I dressed I heard the order shouted, "All the passengers on deck with lifebelts on." We all walked up slowly with the lifebelts tied on over our clothing, but even then we were lowered down the side of the ship. The ship was absolutely still, and except for the gentle tilt downwards, which I do not think one person in ten would have noticed at the time, there were no visible signs of the approaching disaster. She lay just as if waiting for the order to go on again. But in a few moments we saw the covers being lifted from the boats and the crews allotted to them standing by and uncoiling the ropes which were to lower them. We then began to realize that it was a most serious matter that we had at first supposed.

My first thought was to go down to get more clothing and some money, but seeing people pouring up the stairs, I decided that it was better to cause no confusion to people coming up by attempting to go down to my cabin.

Presently we heard the order, "All men stand back away from the next deck below," which was the smoking room or B Deck. The men all stood away and waited in absolute silence, some leaning against the railings of the deck, others pacing slowly up and down. The boats were then lowered and except for the distant sound of the pulleys and blocks down the 90 feet which separated them from the water. An officer in uniform came up as one boat went down and shouted out, "When you're about, row round to the companion ladder and stand by with your boats for orders." "Aye, aye, Sir," came up the reply, but I do not think any boat was able to obey the order, for when they were about and had their oars at work the condition of the rapidly settling liner was much more apparent. In common with the men, I saw that they could do nothing but row from the sinking ship, and so save, at any rate, some lives. They, no doubt, anticipated that the action from such an enormous vessel would be more than usually dangerous to the crowded boat, which was mostly filled with women.

At this time there was no trace of any disorder. There was no panic, or rush to the boats, and there were no scenes of women sobbing hysterically, such as one generally pictures happening at such times. Every one seemed to realize so slowly that there was imminent danger that they could do nothing but wait until we might all be presently in the sea, with nothing but our lifebelts to support us until we were picked up by passing steamers, it was extraordinary how calm every one was, how completely self-controlled we were, as one by one the boats filled with women and children were lowered and rowed away into the night.

THE SINKING OF THE VESSEL. It was now 1 o'clock in the morning. The starlit night was beautiful, but as there was no moon it was not very light. The sea was as calm as a pond. There was just a gentle heave as the boat dipped up and down in the swell. It was an ideal time, really, for a sinking. The distance the Titanic looked enormous. Her length and her great bulk were outlined in black against the starry sky. Every port-hole and saloon was blazing with light. It was impossible to think that anything could be wrong with such a leviathan were it not for that ominous tilt downward in the bows, where the water was lying now up to the lowest row of portholes.

At about 2 o'clock we observed her settling very rapidly with the bows and the bridge completely under water. She slowly tilted straight on end with the stern rising vertically as she did so. The lights in the cabins and the saloons, which had not flickered for a moment since we left, died out, flashed once more, and then went out altogether. At the same time the machinery roared down through the vessel with a growling rattling that could have been heard for miles around. It was the sound of the Titanic sinking. Then there fell on our ears the most appalling noise that human beings ever heard—the cries of hundreds of our fellow beings struggling in the icy water, crying for help with a cry that we knew could not be answered. We longed to return to pick up some of those who were swimming, but this would have meant the swamping of our boat and the loss of all of us.

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THE JOY OF RETURNING HEALTH.

WHAT TWO ROYAL PHYSICIANS SAY.

Of all the simple joys of life, few give a greater thrill than when, after a siege of illness, the patient is told that he has left suffering behind him; he is convalescent, and is to be allowed to resume his normal food instead of the light, sloppy diet on which he has been feeding.

Even under favorable circumstances, however, convalescence may be a protracted, tedious affair which the patient finds exceedingly irksome, especially if he has important duties to perform or urgent matters awaiting his consideration. Even, however, if there is no such need for his immediate return to the work-a-day world, natural inclination makes him anxious to be up and out in the shortest possible time.

Under such circumstances, nothing will make him achieve his object so quickly as a course of Sanatogen. Every doctor knows that it is the greatest revivifying and reconstituent preparation in the world—the tonic food with lasting effects, as it has been called by those who like to describe it in a phrase. Its use in convalescence is universal, and has been aided by thousands of doctors, including the physicians to ten-thousand heads of Europe. Among them may be mentioned Dr. Otto, the late King Edward's physician at Marienbad, who writes: "I have been using Sanatogen for a number of years in my practice with excellent results. These results have been notably good in cases of convalescents after severe illnesses, and also in the case of elderly people when it was desirable to build up the strength, to stimulate the bodily functions, and to improve the circulation of the blood."

With his name may be associated that of Dr. Quirion, physician to H. M. the King of Italy, who has made the following statement: "I have used Sanatogen with marked benefits in the case of weakly children, and in convalescents after long illnesses. I consider the preparation a most excellent tonic food."

The reason for Sanatogen's use at this time is simple. It supplies an easily digestible food of great strength, one which restores the nervous as well as the physical side of the body, and improves the condition of the blood.

Write for a copy of a most interesting booklet "The Art of Living," by Dr. Andrew Wilson, which will be sent free to all mentioning this paper on application to A. Wilson and Co., 8, Klucking Road, Shanghai.

Sanatogen can be obtained of all chemists.

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Hongkong, December 13, 1911.

1912

Banks

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PAID-UP CAPITAL.....\$15,000,000

RESERVE FUND.....\$1,500,000

STERLING.....\$1,500,000

SILVER.....\$1,500,000

RESERVE LIABILITY OF.....\$15,000,000

PROFITORS.....\$15,000,000

COURT OF DIRECTORS:

E. SHILLON, Esq., Chairman

F. H. ARNOLD, Esq., Deputy Chairman

G. H. MEDHURST, Esq.

G. G. GIBBY, Esq.

G. R. LEARNS, Esq.

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CHIEF MANAGER:

Hongkong—N. J. STABE.

MANAGER:

Shanghai—H. E. R. HUNTER.

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N. J. STABE, Chief Manager.

Hongkong, February 17, 1912.

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ESTABLISHED 1880.

AUTHORIZED CAPITAL.....Yen 40,000,000.00

PAID-UP CAPITAL....." 30,000,000.00

RESERVE FUND....." 17,500,000.00

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TAKEDA TAKAMICHI, Manager.

Hongkong, April 1, 1912.

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000

SUBSCRIBED do.....£1,125,000

PAID-UP do.....£ 562,500

RESERVE FUND.....£ 368,000

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F. C. MACDONALD, Manager.

Hongkong, March 28, 1912.

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BRANCHES:

Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE.....\$1,000,000

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The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEO. HOGG, Manager.

No. 2, Queen's Road Central, Hongkong, March 24, 1912.

THE CHINA MAIL

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SOLE AGENTS for

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CELEBRATED
EGYPTIAN CIGARETTES.
REDUCED PRICES:
FLIRT... \$1.75 per box of 100
CORVET... \$2.00
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A CHARMING GIFT
THE
New Victrola VII.
Price \$92.00.
An Ideal Musical Instrument.
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BATHING SEASON
LARGE SELECTION OF
LADIES BATHING COSTUMES, CAPS and SANDALS.
ALSO
Childrens Bathing Suits
ALL SIZES
From 50 Cents Each.
Wm. Howell, Ltd.
Bijou Scenic Theatre,
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THE NAPOLEON PICTURE SHOWS
Two Shows Nightly at 8.15 P.M. and 9.15 P.M.
PRICES: Cents 30, 50, and \$1.00.
To Suit the Climate and Times.
THE PATHE GAZETTE No. 161.
THE DIAMOND ROSE. DRAMA.
Waiting for Mother.
Recently Rubber Comedy.
William and the Magic Wand.
Scene & Manager: R. H. STEPHENSON.
Hongkong, April 1, 1912

more correct had he said that the German soldiers were intended to "increase the total of the Foreign troops in China during the recent crisis." The Socialists of Germany, who are supposed to be even more advanced than their "comrades" elsewhere, appear to have of China what they have of other subjects, namely, the very haziest of ideas, and consequently it is not surprising that at times their ideas on the subject of German aspirations and commercial transactions in China are ludicrous in the extreme. The question just referred to arose during the discussion which took place on the debate on the second reading of the Estimates and how it affected the vote has not, so far, been communicated. It will be remembered that on the occasion of the first reading, the Socialists went so far as to suggest or even to demand the immediate return of Kiauchau to China. To the German Socialist, who knows nothing of this question and careless, what did it matter how many years of painful and arduous toil; how many millions of marks of expenditure it had cost his enterprising compatriots in China to convert Tsingtau from the desert it was to the "thing of beauty" it is; from being a place of barrenness to a delight to the eye and a thriving port with probably a great future before it. To the Socialist, such considerations meant nothing. He knew nothing about them and did not want to know. He had an ideal to live up to, namely, that his countrymen had no right to be there at all, and that they should get out of it as expeditiously as possible. He was, doubtless, all the more emphatic on that point, when he realised that year by year the Fatherland was called upon to pay a large subsidy to make ends meet in the far off German colony. The Socialist is the most hopelessly impracticable individual in the world, so far as the present-day conception of politico-economic ideas are concerned, and consequently it is waste of time arguing with him. Tsingtau, as "we have" said, has been transformed by our German friends into a place of beauty, and though it has not proved to be commercially quite so profitable as was at one time anticipated, it is nevertheless, rightly look upon as a valuable link with German aspirations and policy in the Far East, and may yet prove of paramount importance to Germany; and those in charge of affairs there need not worry themselves unduly over its fate, so far as the effect likely to follow the attacks of the blatant Socialists of the Reichstag are concerned, for the Fatherland will see to it that the possession she has acquired in China will not be jeopardised by the snarling of a set of idealists, who probably have not the faintest idea as to where Shantung province really is.

NEWS OF THE DAY.
We have been informed that the wreck of the sunken junk off Tapp Island has been recovered.
Notice has been given that the light on Elgar Island was exhibited for the first time on May 18th.
The Royal Artillery and Royal Engineer details at Tientsin embarked on the s.s. Kuichow on the 15th inst. for Hongkong.
Colonel Lord Guilford, commanding officer of the Royal East Kent Yeomanry, announced at Dover that the county Territorial Association having declined to provide "walking-out" uniform for the regiment he was doing as at his own expense.
The Times states that all the gold and silver have been saved from the Delhi, except one bar of silver. The total cost of salvage will be less than 5 percent. Only a few items of general cargo, including some ivory, could be landed and taken on mules to Tangier.
Messrs. Lloyd, Matheson, and Carriv's weekly tea report states:—At the auction this week a few parcels of Keesom Congous sold from 7 1/2 @ 9d. per lb. Panyonga at 6d. @ 8d. per lb., showing an easier market. Privately the present low quotations have led to more enquiry for common to medium black leads, and about 3,000 packages have changed hands during the past few days at 6 1/2 @ 7d. per lb. To effect sales in Foochow teas lower prices in some cases are being accepted.
The Standard Oil Company, says the Straits Times, has renewed its application to the Philippine government for an allotment of spaces at Manila on which to erect a large modern pier, capable of accommodating the largest steamers that enter the port. The cost of which is estimated at P800,000. The shore plant will provide for the concentration of all the business of the company in Manila, including, besides the storage department, administrative buildings, shops, etc. The structures will cost in the neighbourhood of P7,000,000 so that the joint investment will be about one and a half millions.
The Directors of the British and Foreign Marine Insurance Company, Limited, in their Forty-ninth Annual Report and Statement of Accounts, say:—The Underwriting Account for 1910, now closed, has resulted in a profit of £57,001 9s. 1d. The Interest Account for the year 1911 is £65,472 0s. 8d. The combined result amounts to £122,473 9s. 9d., which, with the balance of £186,993 10s. 0d. brought forward from last account, leaves to the credit of Profit and Loss Account £289,466 9s. 9d. An Interim Dividend of 10s. per share, less Income Tax, having been paid in July last, it is now proposed to pay a Dividend of 12s. 6d. per share, less Income Tax, payable on the 1st March next, making a total distribution of 23s. per share for the year. After providing for Dividend and Income Tax there will remain a balance of £231,891 4s. 2d. at the credit of Profit and Loss Account. The Premiums for the year 1911 amount to £471,598 12s. 4d. and the Claims settled to £130,022 3s. 0d., leaving a Net Balance, after deducting Expenses, of £291,733 5s. 10d.
Messrs. Butterfield and Swire are the Hongkong agents of the Company.
PEAK TRAMWAYS COMPANY, LIMITED.
The Ordinary Annual General Meeting of shareholders of the Peak Tramways Company, Limited, was held at the Hongkong Hotel to-day.
There were present: Mr. H. Humphreys (Chairman), Sir W. Paul Chater, Dr. J. W. Noble, Mr. J. Scott Harcourt, the Hon. C. H. Ross, Mr. C. S. Gubbay (directors), Mr. J. Wright, Mr. D. E. Clark and Mr. J. M. Wong.
The Chairman said:—Gentlemen,—The report and statement of accounts have been in your hands for the past seven days. I will with your permission take them as read. I propose also to take as read the auditors' report. During the year under review thirteen extra cars have been added to the Company's fleet. We compute the addition to the running expenses caused by these cars at \$2,000 per annum. Wages and coal and stores are the principal items affected by the change but charges and maintenance and repairs are also affected. As a set-off against the foregoing, traffic receipts show an advance of \$1,108.03 and maintenance and repairs (which were abnormally heavy the previous year owing to new machinery being required in the engine house) a reduction of \$4,570.56. The item "unclaimed dividends" although it appears as such for the first time, formerly figured under the heading of sundry creditors. The extra cars between 8.45 p.m. and 11.35 p.m., whilst meeting a popular demand and establishing an uninterrupted service during those hours, have added a good deal to the running expenses. So far their cars which afford an excellent opportunity to residents on the lower levels of taking a trip to the Peak for a breath of fresh air during the hot summer months have not been very well supported. I have no further remarks to make, but if any shareholder has any questions to ask I shall be pleased to answer them.
There being no questions, the chairman moved the adoption of the report and accounts.
Mr. Wright seconded, and the motion was carried unanimously.

THE HANDOFF CASE.
JUDGMENT FOR PLAINTIFF.
\$1,000 and Costs Awarded.
There was a large attendance at the Summary Court this morning to hear His Lordship, the Pui-sun Judge, deliver judgment in what has come to be known as "The Handoff Case." Judgment was given for the plaintiff, H. A. Law, for the amount claimed with costs against defendant, the "Great Raymond," "The Handoff King."
His Lordship said: This is a claim by the plaintiff for \$1,000—money undertaken to be paid to him by the defendant on the performance of a certain act. The rough outline of the case is as follows:—On the 4th May the defendant was giving an entertainment at the Theatre Royal. He requested the plaintiff, who was one of the audience, to allow defendant to handoff him, making an offer of £100 if he succeeded in freeing himself under certain conditions. The plaintiff did free one hand and would have succeeded in freeing the other had defendant not interfered with him. The plaintiff not having paid the reward, this action is now brought to recover it. But the defendant's answer to the claim is that the offer was made subject to three conditions:—(1) that the cuffs should be properly locked; (2) that there should be no outside assistance; (3) that it should be done in the presence of the audience. The defendant did not, I think, lay any real stress upon the non-observance of the third condition, and the point was definitely abandoned before the end of the case. I will begin with the first condition that the cuffs should be properly locked. The defendant is quite certain that he used those words in his challenge to the audience before the cuffs were put on. This is supported by three of his witnesses and by the sailor Sweeney, who gave evidence for the plaintiff. Two more witnesses were quite sure that the cuffs were used immediately after the cuffs were on. The plaintiff himself and Capt. Warden thought no such words were used: they never heard them. Three of the plaintiff's witnesses swore most positively that the words "properly locked" or words of any similar effect were never used at all. I do not know what the finding of a jury would be on this matter. But I personally do not intend to decide it because having regard to the construction I put upon the words of the contract I think it unnecessary to do so.
WHAT THE OFFER MEANT.
I will assume that the words properly locked or properly fastened were in fact actually used in the defendant's challenge. What does the defendant then proceed to do? He picks a pair of handcuffs which are his own property—I am not for a moment suggesting that there was anything unfair or underhand in this—and he persuades one of the audience to let him put them on him. To my mind the invitation given by the defendant might be expressed as follows: If you will let me put on you a pair of cuffs, locked, or fastened, as I shall fasten them, I will give you £100 if you free yourself, without assistance and in view of the audience. In short, the words used conveyed not a condition intended to be imposed upon the plaintiff, but a promise or statement of what the entertainer would do if a subject came forward.
It might be put as follows:—I ask one of the audience to offer himself, then I will lock the handcuffs on him, and if he free himself without assistance and in the presence of the audience I will pay him £100.
"MERE PATTEN."
Then did the defendant repeat the words after he had put the cuffs on the plaintiff? He does not himself say that he did. I am inclined to think that the witnesses who spoke in the affirmative may have confused this utterance of the defendant's with the speech he made to the audience after the plaintiff had got free. In any case such a condition, if it was intended to add to that time, could have no legal effect. Once the offer had been accepted by the plaintiff and the cuffs put on him, it was no longer competent for the defendant to modify the terms of the contract. Indeed the words, if they were actually repeated after the cuffs were on would seem to be meaningless and to be mere patten or repetition.
I have now given what I take to be the true legal effect of the defendant's offer. I think it is also an ordinary common-sense interpretation and that it was so understood by the plaintiff.
If the defendant had said:—I have here some handcuffs of my own, I am not sure if they are in order or not; you must take your chance, nor do I know whether they will lock properly, let me put them on and if they are in order, and you can satisfy me that they have been properly locked, then I will pay you £100 if you can release yourself; I do not think that an entertainer would find an offer of this sort met with a cordial reception from his audience. If my interpretation of the contract is correct, it is unnecessary for me to attempt to decide whether the cuffs were really properly locked or not.
The plaintiff clearly thought that they were, and so did the defendant when he put them on. Some, at any rate, of the audience thought so too. The sailor Sweeney says:—I saw the plaintiff with the key between the long finger of each hand. He was working it round. Then he said: "See open." The plaintiff himself describes with obvious good faith how he gave the key a turn with the tip of his fingers and then the left cuff opened. I can readily believe that when these cuffs were from the factory with a pull of 54 lbs. on the key, it might be impossible for any man to get them open. But it was admitted that they were not in good condition, and that the keys produced in court were not of standard pattern. If the springs had weakened so as to lighten the pull, and the key was a long one, I suppose it is not absolutely impossible that a man with long supple fingers might succeed in turning it to some extent.
PERFORMANCE OF "PROBABILITY."
Mr. Ricketts, who gave evidence for the defence, and has himself made a hobby of handoff acts, stated that he would not be able to say for any one but himself that the plaintiff did this not only on the stage, but again with a shorter key in the witness box before me. I will not pursue further a question I do not intend to decide for in my view the defendant put the cuffs on plaintiff and turned away, this amounted to a representation that the cuffs were properly on and that plaintiff could go ahead and free himself if he could. I come next to the question of external assistance. The case for the defence was that some person on the stage—obviously Capt. Warden—did something with the key after the plaintiff had been handcuffed and given the key.
It is of course an elementary rule of practice that a point of this sort should be put clearly to the witnesses on the other side, in cross-examination. But this was never done and not a single question was put to the plaintiff or Capt. Warden or indeed to any of the plaintiff's witnesses on this point. I imagined therefore that the point had been abandoned. The evidence of Mr. Warden, who was called for the defence was very clear and reliable. He says:—Some one handed the key—that is he—points to Capt. Warden. I think the defendant had the key while the cuffs were being put on. When the cuffs were on, he gave it to the plaintiff. Then the plaintiff walked to the side of the stage to Warden. I believe Warden took the key from Law. I thought in fun.
WAS THE KEY TOUCHED?
He (defendant) said: "without assistance." Then Warden gave the key into plaintiff's fingers without touching the cuffs. I have reproduced Mr. Webb's evidence on this point at length, because he was actually on the stage himself, and because, as I say, he was his evidence extremely well. I come next to another very good witness, Mrs. Overbridge. She said: After the cuffs were on, the key over the cuffs. Then one of the committee took the key and it looked as though he put it into the hands of the gentleman who was handcuffed, Raymond laughed and said: "without any outside assistance." The defendant's own evidence is as follows: One of his friends, I believe the Captain, either put or attempted to put the key into the keyhole. Don't know if he succeeded; I thought that he did. I then said: "without any assistance whatever." He laughed and came to the centre of the stage. He held then hold of the key by the string. I think the key was then out of the lock. I repeated: "without any assistance whatever." Now Captain Warden, when recalled, stated that he had never handled the key after it had been given to the plaintiff; and again he was not cross-examined. It seems to me that the defence in this case seems to be possible that it may have been Captain Warden's memory that he did touch the key with his fingers. We are all of us liable to lapses of memory as to events which at the time, they occur seem to us unimportant. But I cannot for a moment accept the suggestion that if he had in fact so handled the key in any way to assist the plaintiff he could possibly have forgotten it. That is not the matter that can escape the memory of an honourable man.
The suggestion that he put the key into the lock is the most serious suggestion, not supported by any direct evidence. It is inferentially contradicted not only by the plaintiff but by Captain Warden himself. This being so I find upon the evidence that the plaintiff received no assistance of any kind. There is one more point, however. The defendant's solicitor invited me to express an opinion as to his client's motive in seizing the plaintiff's hands. I will willingly do so. I fully accept the defendant's statement that he thought when he turned round again that the cuffs were not properly on; that he thought he was being made game of, and that his only desire was to have the cuffs properly locked. The plaintiff must have judgment with costs.

RAMBLING NOTES.
The typhoons are again with us, or rather, the warnings are; for during the past few days no fewer than three have been received. The warnings being not quite so alarming as the typhoons themselves, have not excited so much stir, especially as of yore, they still sometimes say "the thing that is not."
In fact, last year, it will be remembered, it was positively notorious how often the typhoon warnings misled the average week-end picnicer, who, having made his arrangements for a little Saturday to Monday jaunt, refrained from doing so because of the arrival of the ominous warning just as he was about to set out on pleasure bent. The warning still held its dreadful menace over his unlucky head until time for business on Monday morning, when, without having brought a single serious ruffle to the usual placid atmosphere, it would be removed, thus indicating that all danger was past. So also was the proposed holiday, alas!
Typhoons, however, being what they are, the warnings are too serious not to be taken seriously; and they are likely to continue to have considerable effect upon the plans of the holiday-maker.
I notice with much satisfaction that a scorching motor-car driver was fined at the Magistrate's other day. No one will object to motor-cars proceeding through even the most crowded of our thoroughfares at a fairly rapid rate, for such vehicles are of little use unless being propelled with a certain amount of velocity, but the "happy medium" in this, even more than in many other things, is eminently desirable. The fact is Hongkong is not at all suited to motor-vehicular traffic, and with perhaps the few level streets in the Colony, there are none suitable for rapid driving. And on such places the pedestrian has also rights which cannot be ignored, even if he chooses to walk in the middle instead of the side of the street. I therefore share the view of all right-thinking men (especially those who have no motor-car) that all reckless motor-car drivers should be smartly dealt with when, exceeding the regulation speed.
I notice in Friday's "China Mail" there is another growl against a certain "clock." No I shall not say what I intended saying about it. I shall refrain from so doing until developments may be reasonably expected. Besides, justice is blind, so has no need to see what the dial of a clock in her sacred precincts may indicate.
That the plague and other forms of contagious disease has by no means been removed from the Colony is apparent from the statistics published in your paper. The community, however, may rely upon every precaution being taken and every remedy being effected to eradicate such scourges.
Hongkong, in common with the rest of the British Empire, expressed her profound sorrow on the announcement of the tragic death of King Frederick the Eighth of Denmark. That event is all the more painful to Britons, owing to the fact that the deceased monarch was the brother of the revered Queen Mother Alexandra, a lady who will always be dear to the sons and daughters of the British Empire.
The Hon. H. E. Pollock, K.C., did well in calling attention to the disgraceful condition of the site immediately to the west of our handsome Law Courts. I share the opinion of the thousands whose aesthetic taste has been grossly offended by the deplorable condition of the site referred to, as also the "finest site" of all, immediately in front of the Hongkong Club. When, oh, when will the proper authorities take the matter seriously in hand. Again I say that thanks are due to the Hon. Mr. Pollock for bringing the question before our Legislators at their meeting on Thursday, and the hope is being expressed all round that good results will come of his resolution.
During the week, the local cause celebre has been the action brought by Mr. H. A. Law against the illusionist, who styles himself the "Great Raymond," and who is at present performing in Hongkong. Mr. Law claimed that he was entitled to the award of £100 offered him by the conjurer if he could free himself from handcuffs. The case has, naturally, caused considerable interest, and I note that the "China Mail" reports of the proceedings were exceedingly good. From the judgment, just issued, I see that the plaintiff has been successful in his claim, and, on the evidence led, no other decision appeared to be probable.
I have no doubt that many will agree with me that Mr. Law will probably be the hero of his Meow tonight. Success is always popular, and success in such a matter will very likely be considered as providing a "fitting opportunity" for a hilarious occasion.
MUSCULAR RHEUMATISM.
WHEN your shoulder is so lame that every movement of your arm pains you, surely you may know that you have muscular rheumatism. From relief may be had by applying Chamberlain's Pain-Expeller to the affected parts with the palm of the hand, and rubbing the place of the pain in a circular motion. You will see your remedy very quickly, and you will be able to do your work as usual. It is a very reliable remedy for all kinds of rheumatism, and is sold by all Chemists and Druggists.

SOCIAL AND PERSONAL.
Lance-Corporal D. Davies has been appointed a temporary sanitary inspector.
Amongst the passenger on board the s.s. Rishi which arrived yesterday, was Captain Salisbury, a Vice-Governor of Guam.
Mr. E. U. Reid, Messrs. Jardine, Matheson and Co's manager at Saigon has been transferred to Harbin.
Dr. Gerard Hall Lloyd Fitzwilliams has been appointed a member of the Medical Board during the absence on leave of the Honorable Mr. E. A. Hewitt, C.M.G.
Captain Sapp, R. M. L. I. and Surgeon Smith will leave the Colony to-morrow morning for Weihai-wei by the s.s. Hui-chow. The range staff from Stonecutters Island will also proceed in the same steamer.
His Excellency the Officer Administering the Government has appointed Dr. Charles Forsyth to act as Second Health Officer of the Port and Inspector of Immigrants during the absence on leave of Dr. Frederick Theobald Key.
Mrs. Theodore Stephenson, wife of Major-General Theodore Stephenson, C.B., commanding the troops in the Straits Settlements, underwent an operation at the beginning of April in Switzerland, for appendicitis. She is making a good recovery, and shortly returns to Singapore.

BY TELEGRAPH.

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THE FORTHCOMING DERBY.

THE BETTING.

(Reuter's Service to the China Mail.)
London, May 17.

Betting in connection with the Derby, which is to take place on Wednesday, June 5, is—11 to 4 against Sweeper II; 8 to 1 against Cylind, 10 to 1 against Lomond; 100 to 8 against Jaeger; 100 to 7 against Mordred; 100 to 6 against Tagalie, Pintadenn and Lorenzo.

THE MUTINY AT FEZ.

RESULT OF THE COURT MARTIAL.

(Reuter's Service to the China Mail.)
London, May 18.

Reuter's correspondent at Fez telegraphs that the French Court Martial has condemned the nine Askaris to death in connection with the mutiny and massacre, reported on April 21, in which it was stated that eight French civilians and fifteen military instructors were murdered.

THE BLUE MOUNTAIN MURDERS.

(Reuter's Service to the China Mail.)
London, May 18.

Allen, the leader of the notorious Blue Mountain Bandits, has been found guilty of murder in the first degree. [Note.—It was the accused, it will be remembered, who led the attack at the Courthouse at Silville, in the Blue Mountains, (telegraphed on March 19) which resulted in the shooting of the presiding Judge and the Prosecutor engaged in the trial of a member of the Allen gang for a petty offence.—E.H. C.M.]

THE ITALIANS AT RHODES.

TURKISH GARRISON SURRENDERS.

(Reuter's Service to the China Mail.)
London, May 18.

A telegram from Rome states that three Italian columns have surrounded Rhodes Garrison and taken up a position on the mountains, the only retreat from which is commanded by their guns and warships. The Turks had 83 killed, and 26 wounded before they broke up and took refuge in the ravines. The Italian casualties are 4 killed and 28 wounded.

The Italian Premier announced in the Chamber, amidst enthusiasm, that the Garrison at Rhodes had surrendered with the honours of war.

THE WELSH DISESTABLISHMENT BILL.

THE CONSERVATIVES JUBILANT.

(Reuter's Service to the China Mail.)
London, May 18.

The Conservatives are jubilant at reducing the Government's majority to 81 in the second reading of the Welsh Disestablishment Bill. Eighteen ministerialists were absent unopposed, and 75 Irish Members voted with the Government.

Serious well-known Nonconformist Liberals are opposing the Bill owing to its disestablishment clauses. They intend to form a group to take action when the Bill reaches Committee stage.

NO TOY WARSHIPS FOR CANADA!

CANADIANS AND THE MOTHERLAND.

(Reuter's Service to the China Mail.)
London, May 17.

The Montreal correspondent of Reuter telegraphs that the "Star," commenting upon Mr. Churchill's speech to the Shipwrights' Guild, denies the necessity for a "sugar-coat pill" for Canada by allowing her to have her warships at home "like toys" when required for the scene of danger, as in that case they could only arrive on the scene in time for the funeral of the Empire. "Canadians desire to be treated like sensible adults, capable of doing their duty as men to the Motherland."

OPENING OF THE DARDANELLES.

(Reuter's Service to the China Mail.)
London, May 17.

It is officially declared at Constantinople that the Dardanelles will be opened on the morning of May 18th.

BY TELEGRAPH.

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THE LATE KING OF DENMARK.

A SIB HOME COMING.

(Reuter's Service to the China Mail.)
London, May 17.

A telegram from Copenhagen says that the body of King Frederick was transported from Travemunde to Copenhagen. It was placed on board the Dannebrog, and landed amidst great solemnities—the tolling of bells and the booming of cannon. It was conveyed in a long procession by a six-horse hearse to the castle chapel, where it was placed on a catafalque in state. A great throng of spectators witnessed the landing. The procession, which largely comprised soldiers and sailors' widows, sons and daughters, was much over-come. Twelve officers carried the coffin to the hearse and catafalque.

VEDRINES WELL AGAIN.

(Reuter's Service to the China Mail.)
London, May 17.

M. Vedrines, the famous French aviator who was recently so severely injured by a fall from his machine, has recovered, and has visited the scene of his accident.

BRITISH MILITARY AEROPLANE COMPETITION.

HANDSOME PRIZES.

(Reuter's Service to the China Mail.)
London, May 17.

The War Office has issued particulars of a military aeroplane competition. The first prize will be £4,000 and the second £2,000, open to makers all over the world. Nine prizes aggregating £10,500 are confined to Britons.

ROYAL HONGKONG Y.C. RAGATTA.

(Reuter's Service to the China Mail.)
London, May 17.

Results of this Afternoon's Events.
The following are the results of the events in the Royal Hongkong Yacht Club's Regatta to hand at the time, going to press:
Ego Challenge Cup for Hongkong four, open to crews drawn entirely from the staffs of any firm on Government Department in the Colony:—
1. P. W. D.
2. P. W. D.
3. T. K. Koo.

17 REDOUBLES AT BRIDGE.

(Reuter's Service to the China Mail.)
London, May 17.

A curious incident occurred, states the "Daily Mail," in a bridge game on board the Olympic on her last voyage from New York to Plymouth. The players—two Americans, an Australian, and an Englishman—were friends. They were playing five-cent (24d.) points, or a little more than a sovereign a hundred, and they were all fairly matched.

They played freely, they were calling on light hands and doubling the declaration with the smallest justification. The Australian had one of the Americans for his partner, the Englishman the other. The last-trick made a heart call (for which each trick counts eight). This was promptly doubled by his Australian opponent. A redouble was again doubled by the Australian, and then the English partner of the American, who had made the original call, raised the game still higher.

The redoubling did not finish until, according to an onlooker keeping tally, the value had multiplied eighteen times. The game was played, and resulted in the loss of the odd trick by the player who called hearts.

When, however, the players calculated what the points were, they found that they had multiplied to 2,097,152, and that each trick was worth over £20,000. The losers said that they were almost, but not quite, ruined. It was going, and eventually it was agreed that the losers should each pay \$100 for the odd trick. The onlooker who kept a tally, now paid forward the plea that the odd trick could be worth only 160 times the original 5 cents (say £1) to the winner, and who: "Is not the Portlands Club rule (that doubling must not carry the points above 100) decisive in this matter?" He has no monetary interest in the affair, and does not remember how the cards were distributed.

Owing to being repaired the Taurisak, beacon light, situated south-westward of Tushima, is at present not exhibited.

The local Acting-Superintendent of the "Peninsular and Oriental Steam Navigation Company," has sent us the following: "I am in receipt of a telegram from my Head Office, that owing to a fire in the hold of a.s. Malta prior to her departure from London, the vessel will not now proceed to China. All passengers, including her crew, will be sent on the a.s. Moldavia and Assyria from Colon. The a.s. Malta is not damaged."

SPORTING.

Billiards.

The draw for the Handicap in connection with the Royal Engineer N.C.O.'s Mess took place last evening. Good games should be witnessed, as some of the hand-drawn men are fairly good players. The first round is as follows:—Boyd vs. Giddy over 90; Becker over 20; Regan over 90; Stanham over 150; Murray over 50; Thorhill over 150; Naylor over 30; Lynah over 150; Jenkins over 70; Pile over 150; Clements over 90; Carpenter over 90; Jenner over 30; Goodwin over 50; Morgan over 100; Chisley over 20; Morgan over 110; Mifflin over 50; Castle over 70; Bond over 120; Evans over 40; Taylor over 30; Chambers over 30; Harrison over 30; Scott over 30; McKinley over 30; Billinger over 30; Hall over 30; Croft over 30; Stewart over 30; Play will commence on Monday night.

In continuation of the 1st Heat of the Billiard Competition in the Seamen's Institute, one game only was played on Friday night, the competitors being Sarge, Dwyer, A.P.C. and M.E. Moore, H.M.S. "Dunelm". Moore had the best of the game all the way. Down did not make a study of his shots, but played rather wild, with the result that the balls were always left to the advantage of his opponent. At 100 Moore led by 24, and at this point he gradually took the lead. At 202, Moore required 69 to bring him up in line. Moore finally won by 65 points. Down certainly had the advantage in the case of breaks, his scores being 10, 15, 13, and 12. Moore only got into double-figure breaks twice, with scores of 13 and 14.

Racing.

A lot of hard work is being put in during the early hours these mornings in preparation for next Saturday's Gymkhana. To-day a number of gallop races were run. Snow Glory, Auchendune, Roath, Lachne and Defford all showing up well.
The following were the times taken:—Diabolini, 11 last 11, 43, 1.20.2, 1.55, 2.28, 3.01.3; last quarter 33.3.
Auchendune, one mile, 37.3, 1.14.3, 1.49, 2.20, last quarter 33.3.
Roath, three-quarters, 40.3, 1.13, 1.45.3; last quarter 31.
Firebrand, three-quarters, 39, 1.13, 1.45; last quarter 32.
Lachne, three-quarters, 39, 1.13, 1.45; last quarter 30.
Birlingham, one mile, 1.13.2, 1.49, 2.22; last quarter 33.
Roath beat Defford over a mile and a quarter in 34, 1.07, 1.42, 2.14, 2.46; last quarter 32.
Snow Glory, one mile, 41, 1.18, 1.54.3, 2.28; last quarter 33.2.
Lachne, one mile, 52, 1.37.3, 2.18.4, 2.52; last quarter 33.1.
Norman Chief, one mile and a quarter, 42, 1.20, 1.54, 2.28.3, 3.03; last quarter 34.2.
Snow Glory, three-quarters, 36, 1.09, 1.40; last quarter 31.
Esperanto, one mile, 41, 1.21, 1.56, 2.27.3; last quarter 31.3.
Defford, one mile and a quarter, 35, 1.12.3, 1.48.3, 2.13, 2.45; last quarter 32.

THE KENTRIES.

FIVE FENCIBLES FLAT RACE.
Mr. Ellis Kadoorie's Mogul Chief, 1507 lbs., 1627 lbs.
Mr. C. M. Meyer's Rheinland, 152 lbs.
Mr. Dick Turpin's Firebrand, 152 lbs.
Mr. C. M. Meyer's Rheinland, 152 lbs.
Mr. Branton's Sevington, 152 lbs.
* 7 lbs. Penalty. * 10 lbs. Penalty.
THE GYMKHANA STAKES. One mile.
Messrs Hughes and Jervois' Snow Glory, 1567 lbs.
Mr. H. P. White's Lachne, 151 lbs.
Mr. Soares' Diabolini, 151 lbs.
Mr. Soares' Auchendune, 152 lbs.
Father O'Flynn's Roath, 151 lbs.
Father O'Flynn's Defford, 146 lbs.
Mr. H. P. White's Defford, 146 lbs.
Mr. Ellis Kadoorie's Norman Chief, 146 lbs.

Mr. Hind's Otterburn (late Abor Chief), 146 lbs.
Mr. Billard's Daisy, 146 lbs.
* 10 lbs. Penalty. * 5 lbs. Penalty.
THE LADIES' NOMINATION. Three furlongs.
Mr. Dick Turpin's Firebrand, 159 lbs.
(Mrs Winslow)
Mr. C. M. Meyer's Rheinland, 152 lbs.
(Miss E. Hake)
Mr. A. U. Collis Brown's Kongal, 152 lbs.
(Mrs R. F. C. Master)
Mr. H. J. Geddes's Pienman, 152 lbs.
(Mrs R. F. C. Master)
Father O'Flynn's Delusion, 152 lbs.
(Mrs Reynolds)

* 7 lbs. Penalty.
TEXT PRIZES.
Capt. Loring.
Capt. Brierley.
Mr. W. H. Hastings.
Mr. J. E. Gresson.
Capt. Amy.
Mr. J. J. Jervois.
Mr. C. H. Ross.
Mr. R. F. C. Master.
Mr. W. S. Dupree.
Mr. A. N. Other.
Mr. G. C. Morton.
Mr. M. H. Logan.

(SIX AND A QUARTER MILE FLAT RACE.
Father O'Flynn's Roath, 158 lbs.
Messrs Hughes and Jervois' Favogus, 157 lbs.
Mr. H. P. White's Lachne, 156 lbs.
Mr. Soares' Diabolini, 159 lbs.
Mr. Soares' Auchendune, 152 lbs.
Father O'Flynn's Defford, 152 lbs.
Mr. Billard's Daisy, 152 lbs.
Mr. H. P. White's Defford, 151 lbs.
Mr. Ellis Kadoorie's Norman Chief, 149 lbs.
Mr. A. R. Lowe's Birlingham, 144 lbs.
Mr. Hind's Otterburn (late Abor Chief), 143 lbs.
Mr. Ching's Lots of Time, 140 lbs.
FROM THE TWO MILE POST ONCE ROUND AND IN FLAT RACE. HANDICAP.
Mr. H. P. White's Defford, 150 lbs.
Mr. Branton's Sevington, 155 lbs.
Mr. Soares' Rheinland, 152 lbs.
Mr. Ellis Kadoorie's Mogul Chief, 151 lbs.
Mr. Branton's Ashington, 149 lbs.
Mr. Ching's Lots of Time, 147 lbs.
Mr. Michael's Reformer, 147 lbs.
Mr. Dick Turpin's Firebrand, 140 lbs.
HURLE RACE.—About one mile and three furlongs.
Mr. Hastings's Merry Scot, 152 lbs.
Mr. Branton's Otterburn, 152 lbs.
Mr. A. R. Lowe's Birlingham, 152 lbs.
Mr. "Do's" Floreal, 152 lbs.
Capt. G. T. Brierley's Porous, 152 lbs.
Mr. Branton's Sevington, 152 lbs.
Mr. A. U. Collis Brown's Dyllan, 152 lbs.
Do's Kongal, 152 lbs.
Father O'Flynn's Discretion Vale, 152 lbs.
Do's Defford, 152 lbs.

THE UNIVERSITY BOAT RACE.

The first attempt to row the Oxford and Cambridge boats, as already reported, provided an occurrence unique in the history of boat-racing. Both crews sank, but Oxford succeeded in emptying and refloating their boat, and rowed on to the finish. Mr. F. I. Pittman, the Umpire, declared it to be "no race," and by law of boat-racing the Empire's decision is final.

There was a huge crowd at Putney, but elsewhere along the course, owing no doubt to the fact that the race was rowed in the morning instead of the afternoon, the attendance was hardly so large as usual. The first few strokes the boats ran level, but Oxford began slowly to forge ahead. Opposite the boat house the conditions were worse than ever and water spouted from the riggers and fell in sheets of spray into the boats. After the first half-minute Oxford slowed down and lengthened out, but Cambridge struggled to maintain their fast stroke. In spite of their efforts they began to drop rapidly astern, and after two minutes rowing were nearly a length to the back. At the end of the concrete wall, Oxford were almost clear and from this point they gained so rapidly that after another minute's rowing the race was virtually over. Both crews slanted to the Surrey shore, to obtain shelter and better water as soon as possible. Oxford reached the Mile Post in 5 min. 12 sec., the slowest racing on record, several lengths ahead. The boats had by this time shipped a great deal of water, but it was now clear that Cambridge were in worse straits than their opponents. The gunnel of the Cambridge ship was suspiciously near the water's edge, and as the waves were high, the boat was so deeply immersed that every wave caught the riggers and shot water into her. She sank lower and lower, until, as Harro's Wharf was approached, it was evident that she must sink altogether in another minute or two. With the crew's heads and the coxswain's head close to the water, the crew rowed on till their riggers were almost immersed. The stern sank first and immediately afterwards the whole boat was under water. The men tumbled out of her, and as it was quite impossible at that point of the bank to lift the boat and empty her, the race was over for Cambridge.

THE EVENTS AT CHISWICK EYOT.
The steamers had hung back to give any assistance that might be necessary to the Cambridge crew, but as the men were obviously in no danger most of the vessels following the race now went full speed after Oxford. In appeared at first as if Oxford might still win the course, but as they drew into mid-stream to make the centre arch of Hammersmith Bridge they ran again into terribly rough water. This spoilt what little chance they had of staying afloat. They reached Hammersmith Bridge in 26 min. 26 sec., and afterwards the crew quickly left the Surrey shore. They struggled on past the Dures, the boat settling down at every stroke. They sank just opposite the bottom of Chiswick Eyt. Mr. Bourne slipped over the side at once, the water reaching up to his armpits, and began to drown. The boat sank, and the crew were followed suit, and waist-deep in water lifted the boat and partially emptied her.

Although the crowd on the bank were loudly exhorted to refrain from interference, one man fingered the nose of the boat and a policeman quickly cut to the side and held it up temporarily. The laws of boat-racing provide that no crew shall receive extraneous assistance during a race on pain of disqualification. It was the general opinion of those nearest to the occurrence that the above-mentioned "interference" could not reasonably be considered as "assistance." The crew emptied the boat as far as was possible, set her in the water, climbed into her, and began to row on. Mr. Pittman, the Umpire, now steamed up and informed Mr. Bourne that it was "no race." In spite of this declaration Mr. Bourne decided to finish the course. Oxford reached Chiswick Steps in 19 min. 30 sec. from the start. Barnes Bridge in 25 min., and the finishing post at Mortlake in 29 min. 33 sec.—naturally the slowest time on record.

Subsequently the Oxford and Cambridge presidents met, and it was agreed to row the race again, in view of the unsatisfactory result.

TRAMS WITHOUT STEPS.

A revolutionary type of tram has been adopted by the principal surface lines in New York, and will be placed on the streets as rapidly as the present rolling stock wears out. It is the joint invention of Messrs. F. O. Edgerton, General Manager of the New York Railways Company, which owns most of the tramways in the city, and J. S. Doyle, superintendent of the equipment department.

Officially it is known as the "stepless tram." It is shaped somewhat like a trolley, and is forty feet long. The extremities are rounded, and the wheels are encased, causing the tram to appear to be sliding along the line. The principal feature of the tram is the slight distance the passenger is required to step into or from the vehicle.

There is no front or rear platform, passengers using a side door, and entering directly from the street. There are no steps whatever, the body of the tram being only ten inches above the ground level. The conductor sits at one side behind a miniature desk. The side door is worked automatically and cannot be opened until the tram is in motion, and the door itself cannot be started until the door is closed.

The seating capacity is fifty passengers, and the new model, though somewhat wider than the old one, is raised slightly above the level in the centre of the tram to afford sufficient space for the trucks.

The tram is operated by the driver from an enclosure in front, but an emergency device permits the conductor to stop the tram from his desk by working a lever. An automatic tender applies the brakes immediately the tram strikes a pedestrian or any other object.

The tram is more costly than the present type, but it is expected to prove a major saving in the long run by saving the company much money by reducing the number of damage suits due to accidents.—Daily Express.

A MATTER OF COMMON INTEREST.

How to cure a cold is a question in which many are interested, just now. Chamberlain's Cough Remedy has a wide reputation, and Ammonia salts, by its use, are a sure cure. It can be used in the most delicate cases, and is a sure cure for colds and bronchitis.

WATKINS, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS.

THE THIRTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Company's Office, Watkins' Buildings No. 31, Queen's Road Central, on the 31st MAY, 1912, at Noon, for the purpose of receiving the Report of the General Managers with a Statement of Accounts to 31st December, 1911.

The TRANSFER BOOKS of the Company will be CLOSED from 20th May to the 31st May, both days inclusive.

CHAN A FOOK.

G. A. WATKINS.

General Managers.

Hongkong, May 14, 1912.

WATKINS, LIMITED.

NOTICE IS HEREBY GIVEN.

EXTRAORDINARY GENERAL MEETING OF WATKINS LIMITED will be held at the Company's Office, Watkins' Buildings, No. 31, Queen's Road Central, Hongkong, on FRIDAY, the 31st day of May, 1912, at 12.15 P.M., for the purpose of considering, and if thought fit, passing as an Extraordinary Resolution, the following Resolution, that is to say:—

That the Company be wound-up voluntarily, and that ERNEST ALFRED MONTGOMERY WATKINS, Incorporated Accountant of Victoria, in the Colony of Hongkong, be and he is hereby appointed Liquidator for the purpose of such winding-up.

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened.

G. A. WATKINS.

CHAN A FOOK.

General Managers.

Hongkong, May 14, 1912.

Lane, Crawford & Co.

LADIES' DEPT.

NEW STOCK OF Ready-to-Wear HATS and WASHING DRESSES

MILLINERY and SMART DRESSES FOR AFTERNOON WEAR.

SCARVES and BELTS

BLOUSES and SKIRTS

SUNSHADES.

Inspection Invited.

LANE, CRAWFORD & CO.

A MATTER OF COMMON INTEREST.

How to cure a cold is a question in which many are interested, just now. Chamberlain's Cough Remedy has a wide reputation, and Ammonia salts, by its use, are a sure cure. It can be used in the most delicate cases, and is a sure cure for colds and bronchitis.

HONGKONG—NEW YORK.

REGULAR SAILINGS VIA PORTS AND SUEZ CANAL.

FOR NEW YORK.

S.S. MUNCASTER CASTLE... on or about 25th May.
S.S. LOTHIAN... on or about 15th June.
For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINE.

Proposed Sailings from Hongkong.

Steamer from Hongkong.	On or about	Connecting at Calcutta with	on or about
KUTSANG	21st May	UMHLOTTI	2nd July.
KUMHANG	23rd May		
APCAR	25th June		
POKSANG	18th June		

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

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APCAR	25th June		
POKSANG	18th June		

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

HORNSBY STOCKPORT.

GAS ENGINES AND SUCTION GAS PLANTS.

OVER 11,000 H.P. DAILY USE.

THESE MAKERS' ENGINES SECURED THE GOLD MEDAL AT THE FRANKLIN INSTITUTION, LONDON, AND AT THE WINNIPEG EXHIBITION, CANADA.

HORNBY OIL ENGINES.

AWARDED the £1,000 Prize offered by the War Office for the Best Military Tractor together with £150 BONUS for exceeding the requirements of the conditions by 45 Per Cent.

PILE DRIVERS AND HOISTING ENGINES.

made by the LIDGERWOOD MANUFACTURING CO.

EXPANDED METAL.

FOR REINFORCED CONCRETE, PLASTERWORK, &c.

Prices, Stock List, and full particulars on application.

Quotations for any description of Machinery or Engineering Plant on application to

DODWELL & Co., Ltd., MACHINERY DEPT.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO., LD.

CONTRACTORS TO HIS MAJESTY'S NAVY.

The above Company supply Pure, Fresh Water at the Shortest Notice, either for Dock or Engine Room use.

Orders for Supplies will be received at the Company's Office: QUEEN'S BUILDINGS, HONGKONG.

DODWELL & CO., LTD.

GENERAL MANAGERS.

THE STANDARD LIFE ASSURANCE CO.

(ESTABLISHED 1825).

This old-established and world-renowned Company issues policies under all the best and modern methods of Life Assurance to meet varying circumstances.

For prospectus and full particulars apply to
DODWELL & CO., LTD., Agents.

WEEKLY NEWS FOR HOME.

The Overland China Mail.</

Shipping.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY

Will dispatch VESSELS to the Undermentioned PORTS on or about the
DATES named:—

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI	DELTA	About 23rd May	Freight and Passage.
LONDON, via UGAL PORT	DRYANHA	Noon, 25th May	See Special 6th Call.
LONDON & ANTWERP	BORNEO	About 20th May	Freight and Passage.
via SPOKE, PANG, OMO, PORT SAID & MANZILLA			
SHANGHAI, MOJI, KOBE, YOKOHAMA	SIMLA	About 30th May	Freight and Passage.

H. W. D. SHALLARD, Acting Superintendent.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong	From Quebec
1912	1912
MONTEAGLE, SAT., June 1	EMPERESS OF BRITAIN, Fri., June 28
EMPERESS OF INDIA, Sat., June 22	ALLAN LINE, Fri., July 19
EMPERESS OF JAPAN, Sat., July 13	ALLAN LINE, Fri., Aug. 9

Steamships leave HONGKONG at 6 P.M.

FROM LIVERPOOL	ARRIVE HONGKONG
To QUEBEC AND RAIL TO VANCOUVER	From YOKOHAMA via KOBE, NAGASAKI AND SHANGHAI
EMPERESS OF BRITAIN, Fri., Apr. 20	MONTEAGLE, SAT., May 25
ALLAN LINE, Fri., May 17	EMPERESS OF INDIA, Thurs., June 13
EMPERESS OF IRELAND, Fri., June 7	EMPERESS OF JAPAN, Thurs., July 4
ALLAN LINE, Fri., June 28	MONTEAGLE, SAT., July 27

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus. Each Trans-Pacific steamer connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent) \$71.10. Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston. SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Saloon (a intermediate) Steamer 'Monteagle' and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Packer Street and Praya (opposite Blake Pier).

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES
YOKOSUKI, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ, AND PORT SAID	MIYASAKI MARU, Capt. T. Mura, Tons 9000	WEDNESDAY, 22nd May, at Daylight
	KITANO MARU, Capt. F. E. Cope, Tons 9000	WEDNESDAY, 24th June, at Daylight
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, KAIKOH, SHIMIZU & YOKOHAMA	INABA MARU, Capt. S. Tomimaga, Tons 7000	TUESDAY, 21st May, at 4 p.m.
	KAMAKURA MARU, Capt. K. Asakawa, Tons 7000	TUESDAY, 4th June, at 4 p.m.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, THURSDAY ISLAND, THURSDAY ISLAND, THURSDAY ISLAND	NIKKO MARU, Capt. Yagi, Tons 6000	FRIDAY, 7th June, at Noon
KOBE & YOKOHAMA	HIRANO MARU, Capt. H. Fraser, Tons 7000	THURSDAY, 23rd May, at Noon
SHANGHAI, MOJI AND KOBE	MIKE MARU, Capt. —, Tons 4000	MONDAY, 20th May
NAGASAKI, KOBE AND YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 6th June, at Noon

* Inaba Maru will connect at Kobe with the new steamer—S.S. 'Yokohama Maru', which will sail from Kobe for Seattle on or about 1st June, calling at Keelung.

† Fitted with new system of wireless telegraphy.

‡ Cargo only.

CALCUTTA LINE.

SINGAPORE, PENANG, RANGOON & CALCUTTA	CEYLON MARU, Capt. Y. Teraya, Tons 6000	SATURDAY, 18th May
	KIRIN MARU, Capt. —, Tons 4000	SATURDAY, 1st June

REDUCED SUMMER RATES BETWEEN
HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1912

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS

Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$135	\$122	\$108	\$95
2nd class \$81	\$75	\$65	\$57

With option of Rail between Steamer's calling ports in Japan.

For further information as to Freight, Sailings, etc., apply to

T. KUSUMOTO, Manager.

Shipping.

? Going Home ?

A Holiday
at Home,
and a way
to get
there that's
a holiday.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$43 to London (return ticket \$74) and to San Francisco \$25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

Steamers:

Mongolia	27,000 Tons	Starting May 21st, at 1 p.m.
Persia	9,000 "	June 11th, at 1 p.m.
Korea	18,000 "	June 18th, at 1 p.m.
Siberia	18,000 "	July 2nd, at 1 p.m.
China	12,000 "	July 9th, at 1 p.m.
Manchuria	27,000 "	July 16th, at 1 p.m.
Nile	11,000 "	July 30th, at 1 p.m.
Mongolia	27,000 "	Aug. 6th, at 1 p.m.

* Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (Opposite Blake Pier).

Telephone No. 141.

Fred J. Halton, Agent.

TOYO KISEN KAISHA.
IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers
OHIO MARU, SHINYO MARU & TENYO MARU.
Speed 21 Knots. Displacement 21,000 Tons.
AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER.
Speed 18 Knots. Displacement 11,000 Tons.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Captain	Date of Sailing
Nippon Maru	W. E. FILLER	Tuesday, 28th May, at Noon
TENYO MARU	E. BERT	TUESDAY, 4th JUNE, at Noon
SHINYO MARU	H. S. SMITH	TUESDAY, 25th JUNE, at Noon
CHIO MARU	W. W. GAZER	TUESDAY, 23rd JULY, at Noon

The S.S. NIPPON MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on TUESDAY, the 28th May, at Noon.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO, and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ).

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers:—

BUYO MARU, HONGKONG MARU & KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing
Hongkong Maru	17,000	Friday, 7th June, at Noon
KIYO MARU	17,000	TUESDAY, 6th AUGUST, at Noon
BUYO MARU	11,600	FRIDAY, 4th OCTOBER, at Noon

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent.

KING'S BUILDING (Opposite Blake Pier).

70

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,

via STRAITS AND COLOMBO,

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseille, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward

For Shanghai, Kobe & Yokohama

S.S. ALESIA 20th May |S.S. NEGOVIA 6th June |S.S. SILERIA 20th June |S.S. FURST BULOW 1st June |

For further Particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	To SAIL
SHANGHAI via SWATOW, KWONGSANG, SUNDAY	CHINWANTAO	May 18, Daylight
SINGAPORE, PENANG & CALCUTTA	KUTSANG	TUESDAY, May 21, at Noon
TIENSIN	CHONGSHING	THURSDAY, May 23, at Noon
MANILA	LONGSANG	SATURDAY, May 25, at 2 p.m.
MANILA	YUENSANG	SATURDAY, June 1, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 34 days).

THE steamers Kutsang, Namung and Fooking leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the Loewang and Kiuwang leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafoo, Tientsin, via Chinwanto.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

General Managers.

75

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN

Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. ITOLA, 5527 tons, Captain W. W. TUCKER, will be despatched for YOKOHAMA & KOBE on the 20th May, at Noon. To be followed on the 1st June by S.S. MUTTER 4644 tons, Captain H. CARR, taking cargo and passengers at current rates.

WESTWARD

The S.S. FAZLEA, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 28th May, at 5 p.m.; followed by the S.S. ITOLA on 10th June, taking cargo and passengers at current rates.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight & Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Telephone No. 215.

Hongkong, February 9, 1912.

18

'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	Date of Departure
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	on 20th May
SHANGHAI, KOBE AND YOKOHAMA	MONMOUTHSHIRE	about 1st June
LONDON, ROTTERDAM & ANTWERP	DENBIGHSHIRE	about 30th June

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

* Does not carry passengers.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, February 15, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	LEWY	May 18, Midnight
WEIHAIWEI & TIENSIN	HUICHOW	May 19, Daylight
TSINGTAU & NEWBOWANG	KUICHOW	May 20, at 4 p.m.
MANILA, HLOLO & CEBU	TANING	May 21, at 4 p.m.
HAIPHONG	SINGAN	May 22, at 9 a.m.
SHANGHAI	CHINWANG	May 23, at 4 p.m.
SHANGHAI	CHINWANG	May 25, at 4 p.m.
WEIHAIWEI & TIENSIN	KUICHOW	May 27, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUL'

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tain' & 'Taming'. Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck; all Saloon accommodation of S.S. 'Kaitang' is situated on deck.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(Electric Light, Chinese Liner, Chinwa)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wootung.

REDUCED FARES: Single \$45 Return \$75.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 36.

70

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR

STEAMERS

Tons

To SAIL

NAPLES, GENOA, ALGIERES, BUELOW

JIBRA, ANTWERP, SOUTHAMP

TON, ANTWERP & HAMBURG

SHANGHAI, TSINGTAU, DERFFLINGER

KORE & YOKOHAMA

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